

## **B. TRAFFIC AND TRANSPORTATION**

Construction and operation of the project have the potential to adversely impact the transportation system in the project vicinity. During the construction phase, large numbers of workers arriving and leaving during peak traffic hours and transportation of large pieces of equipment could increase roadway congestion and affect traffic flow. Trenching and other activities associated with building the linear facilities may also be disruptive. During plant operation, there is reduced potential for impacts due to the limited number of vehicles involved.

The evidentiary record contains a review of the roads and routings that will be used; the potential traffic problems associated with those routes; the anticipated number of deliveries of oversized/overweight equipment; anticipated encroachments upon public rights-of-way; the frequency of, and routes associated with the delivery of hazardous materials; and the availability of alternative transportation methods.

### **SUMMARY AND DISCUSSION OF THE EVIDENCE**

The project site is located approximately five miles west of the center of the City of Blythe, near Interstate 10 (I-10) in southeastern California. The site is 76 acres in size and is approximately one mile east of the Blythe Airport. The project site is accessed directly from Hobsonway, a two-lane arterial (oriented east/west). Hobsonway serves as the I-10 frontage road in the area and as the business loop for the City of Blythe ~~(BEP 1999, AFC page 7.4-2)~~. From the west the site is reached from the I-10/Mesa Drive interchange located near the airport. From the east the site is reached via I-10 at interchanges located at SR-78 (Neighbors Boulevard), Lovekin Boulevard or US-95 (Intake Boulevard). Buck Boulevard, a dirt road (oriented north/south) along the eastern boundary of the project site, extending from Hobsonway north, would become the asphalt-paved access road to the proposed site. (Ex. 53, p.360.)

Three highways, I-10, State Route (SR) 78 and United States (U.S.) Highway 95 provide regional access to the plant site. I-10 is a major four-lane divided, east-west freeway that links the Greater Los Angeles Metropolitan Region eastward through Phoenix and Tucson, Arizona to New Mexico and points east. I-10 is located approximately 0.25 miles south of the BEP site. U.S. 95 is a two-lane, north-south highway that provides ~~north~~-access from the north to the City of Blythe via the cities of Vidal and Needles. ~~US-95 continues north through California into Nevada and on to Las Vegas.~~ The highway is located approximately 6.5 miles east of the BEP site. SR 78 is a two-lane, north-south highway that provides ~~south~~-access south to the Palo Verde Valley ~~via and~~ the City of Brawley. SR-78 has its western terminus in San Diego County at Interstate 8. The highway is located approximately 1.5 miles east of the site. (Ex. 53 p. 360.4)

**TRAFFIC AND TRANSPORTATION Table 1, below, replicated from Exhibit 53, page 363,** identifies the annual average daily traffic (AADT), annual average daily truck traffic, annual average percent of truck traffic, annual average peak-hour traffic, hourly highway design capacity, and peak hour level of service (LOS) for highways in the vicinity of the project. The information shown was obtained from the Caltrans 1998 Traffic Volumes on California State Highways publication and from the Caltrans web-site. The traffic estimates are presented for various road segments between mileposts or junctions on each highway. Daily and peak hour traffic volumes are illustrated on **TRAFFIC and TRANSPORTATION Figure 1,** below, replicated from Exhibit 53, page 362. (Ex. 53, pp. 360-363.)

LOS levels refer to the average vehicle capacity and the flow of traffic. LOS A denotes free flow of traffic while LOS E and F means that there is a congested flow. The LOS criteria take into account numerous variables such as annual average daily traffic (AADT), lane capacity, grade, environment, and other relevant information. A threshold of LOS D is the minimum standard accepted by

both Caltrans and Riverside County. However, the Congestion Management Plan (CMP) authority in the area of the project site is Riverside County. The County CMP states that LOS D is to be achieved whenever practical and LOS E threshold represents the maximum vehicles per day that a highway or roadway can serve and still meet the minimum acceptable standard on the CMP roadway system (~~Medina 2000, pers. Comm~~Ex. 53, p. 361.).

Traffic volumes for Hobsonway and Mesa Drive were not available. ~~As stated in the AFC, Applicant noted that~~ traffic counts for local roadways are limited or nonexistent as neither the County of Riverside nor the City of Blythe measure traffic flows on roads near the site due to the rural nature and low traffic volume in the area. ~~(BEP 1999, AFC page 7.4-5) Ex. 1, /7.4.1.3.)~~ As shown in **Table 1**, below, all highways in the area currently operate at LOS A.

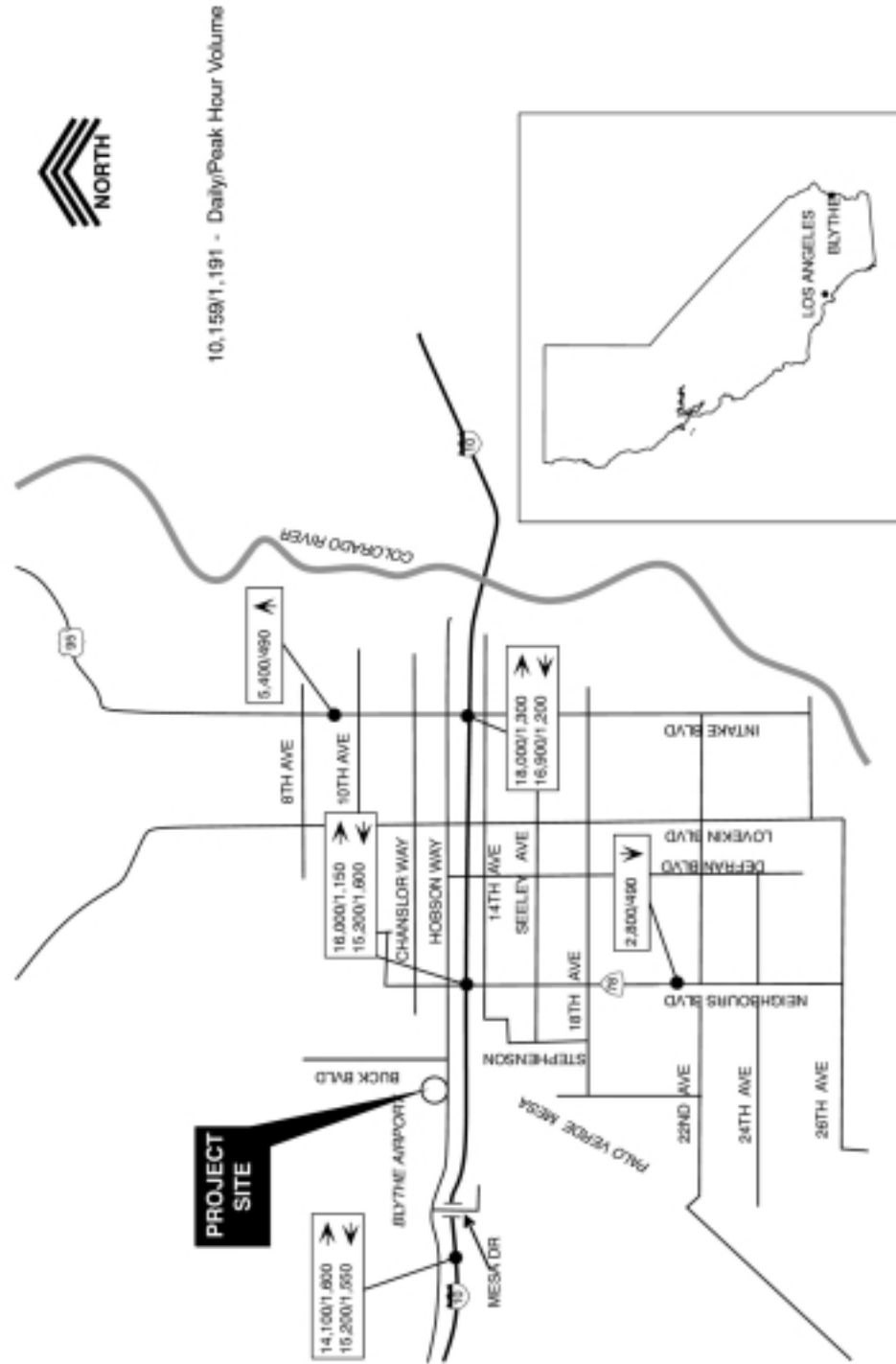


Figure 1  
PROJECT LOCATION AND  
DAILY / PEAK HOUR TRAFFIC VOLUMES ON MAJOR ROADS

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**TRAFFIC AND TRANSPORTATION TABLE 1**  
**Conditions of Affected Highways**

Highway Segment	Annual Average Daily Traffic <sup>1</sup>	Annual Average Daily Truck Traffic <sup>2</sup>	Percent of Daily Truck Traffic	Annual Average Peak Hour Traffic <sup>1</sup>	Hourly Highway Capacity <sup>3</sup>	LOS <sup>4</sup>
<b>State Route 78</b>						
S. of Interstate 10	2,800	171	6.1	240	1,200	A
<b>US-95</b>						
N. of Interstate 10	5,400	648	12	490	1,200	A
<b>Interstate 10</b>						
E. of Mesa Dr.	15,200	5,898*	38.8	1,600	4,400	A
W. of Mesa Dr.	14,700	6,192*	42.1	1,550	4,400	A
E. of SR-78	16,000	5,898	38.8	1,150	4,400	A
W. of SR-78	15,200	6,192	42.1	1,600	4,400	A
E. of US-95	18,000	6,540	36.3	1,300	4,400	A
W. of US-95	16,900	6,480	38.3	1,200	4,400	A

Source: Adapted from BEP AFC, Table 7.4-1, Page 7.4-4

<sup>1</sup> Source: 1998 Traffic Volumes on the California State Highway System (Caltrans 1999)

<sup>2</sup> Source: 1997 Truck Volumes, Caltrans Official Web-site (Caltrans 2000)

<sup>3</sup> Maximum number of vehicles per hour, one-direction.

<sup>4</sup> LOS calculated by dividing peak hour volume (V) by peak hour capacity (C); and using the V/C ratio.

\* Annual average daily truck traffic not available for this segment. Estimate based on SR 78 interchange segments volumes given proximity and low density of development at the Mesa Drive interchange.

~~The AFC Applicant~~ provides accident data from the Highway Patrol (Blythe Station) for I-10, SR-78, US-95 and unincorporated roadways in the vicinity of the project site for a period between 1997 and September 1999 (~~BEP 2000, AFC page 7.4-6)-Ex. 1, /7.4.1.4.)~~ The accident rates for the highways near the study area are well below statewide accident averages. (Ex. 53, p. 363)

## 1. Construction Impacts

Commuter Traffic: Construction of the generating plant ~~facility and transmission facilities~~ would occur over an estimated 20-month period and would require a peak (three-month) construction workforce of 385 workers, assuming a single shift and a 40-hour, five-to-six day work week. ~~Of the 385 workers, approximately 314 workers would be required for the power plant and transmission line and 71 workers would be needed for the pipelines (BEP 1999, AFC pages 7.4-15-16). The pipelines would have a peak workforce of 71.~~ Construction workers commuting from the greater Blythe area would travel west on Hobsonway or travel west on I-10 to the I-10/SR 78 interchange; those workers who live west of the site would travel east on I-10 to the Mesa Drive interchange. Workforce vehicle trips were calculated based on this data. Ex.1, / 7.6.2.3; Ex. 53, pp.295-296, 365.)

BEP assumes an average automobile occupancy (AAO) of 1.1 persons per vehicle to the site represents a worst-case construction worker commute scenario. Using the AAO rate of 1.1 results in approximately 700 daily trips to and from the site with a maximum of 350 vehicle trips during the p.m.early evening peak hour. Parking for construction worker vehicles would be provided on the power plant site ~~(BEP 1999, AFC page 7.4-10).~~ A worst-case scenario which assumes that all workers would drive individually to the project site would result in 770 daily vehicle trips to and from the site and a maximum of 385 trips from the site during the p.m.early evening peak hour. ~~This is one possible scenario; however there are alternatives to single-occupant vehicle trips.~~ Even under worst-case conditions (770 daily vehicle trips) the impact to local roads and highways would not be significant given the current operating levels of service (LOS A) and the relatively low volumes of background traffic. (Ex. 53, p. 365.)

~~Staff agrees with BEP that the preferred route for commuting workers from Blythe would be east along I-10 to the Mesa Drive interchange and west on Hobsonway to Buck Boulevard. Parking for construction personnel and visitors would be provided in an area on or adjacent to the project site. Construction workforce traffic would generally occur between 6:00 a.m. and 7:00 a.m. in the morning, and again between 4:00 p.m. and 5:00 p.m. in the evening, unless flexible work schedules are implemented.~~

Using the traffic pattern assumptions described above, construction related vehicle traffic would be heaviest on I-10/Mesa Drive and Hobsonway. The impact on I-10 during peak hours, assuming the worst case scenario of 385 trips by workers (maximum workers at peak construction of the project) would result in traffic increases of approximately 24 percent along portions of I-10. This traffic impact is not significant because the highway segment under this worst case scenario would continue to operate at LOS A. Hobsonway would experience an increase in traffic at peak hours, but given the current level of ~~observed (Staff site visit, June 2000)~~ peak hour traffic observed by staff, estimated at LOS A, the impact is not considered significant since the LOS level would probably not decrease below B for the commute period. The current General Plan identifies Hobsonway as a primary arterial and Mesa Drive as a collector street. (Ex. 53, pp. 365-366.)

The construction contractor would be required to prepare a construction traffic control plan and implementation program to be submitted to Caltrans and to the City of Blythe Public Works Director. (Ex. 1, // 7.2, 7.4.2.5.1.) ~~(BEP 1999, AFC pages 7.4-21,22).~~

## **TRUCK TRAFFIC**

Construction of the generating plant would require the use and installation of heavy equipment and associated systems and structures. Heavy equipment

would be used throughout the construction period, including trenching and earthmoving equipment, forklifts, cranes, cement mixers and drilling equipment.

In addition to deliveries of heavy equipment, construction materials such as concrete, wire, pipe, cable, fuels and reinforcing steel would be delivered to the site by truck. An estimated 4,310 truck deliveries would be made to the plant site over the course of the 20-month construction period (on average approximately 216 truck deliveries per month). Assuming 22 average workdays per month and two trips for each truck delivery (one to and one from the site), the project will generate approximately 19 truck trips per day, on average. During the peak month of construction truck activity daily truck trips are estimated at 50 per day. ~~(BEP 1999, AFC page 7.4-10).~~

Deliveries will also include small quantities of hazardous materials to be used during project construction. The applicant has stated that the deliveries of hazardous materials to and from the site will be conducted in accordance with California Vehicle Code Section 31300, *et seq.* ~~(BEP 2000a, page 7.4-23).~~ (Ex. 53, p. 366.)

~~The AFC does~~ Applicant did not select a specific truck route for supplying and removing hazardous materials. However, it does note, ~~Pursuant that pursuant~~ to Section 31303 of the California Vehicle Code, the transportation of hazardous materials will be on state or interstate highways that offer the shortest overall transit time possible. The CHP has identified I-10, US-95, and SR-78 as roadways to be used in the transportation of designated hazardous materials. ~~(BEP 1999, AFC page 7.4-17).~~ (Ex. 1, /7.4.2.3.1.)

Transportation of equipment that would exceed the load size and limits of certain roadways would require special permits from Caltrans. California Streets and Highways Code, Sections 117 and 660-72, and California Vehicle Code, Sections 35780, et seq., require permits for the transportation of oversized loads



on state and county roads. By ~~law statute~~, Energy Commission certification takes the place of all necessary state, local and regional permits. However, the Commission typically requires applicants to ~~get obtain~~ permits from Caltrans for oversized loads, encroachment and activities within road right-of-ways. The Commission has included a condition of certification to ensure compliance with County and Caltrans requirements. (Ex. 53, pp. 366-~~367~~.)

The project high voltage transmission line will cover a relatively short distance and will be constructed and strung within the BEP parcel from the existing substation to the power plant. Construction of the 230 kV structures and stringing the transmission line will cause temporary closure of Buck Boulevard and the use of some construction vehicles. ~~The AFC includes~~ Applicant included the transmission line construction vehicles in its estimate of overall truck trip generation for the power plant. Potential impacts from construction of the transmission line would be insignificant and short-term. (Ex. 53, p. 370.)

### ***SoCal Gas Company Interconnection***

Construction of the natural gas pipeline interconnection to the SoCalGas pipeline is estimated to take approximately two months and require on average 40 workers per day with a peak daily workforce estimate of 60 people. A worst case estimate in which all pipeline workers drive alone to the site would result in 60 ~~p.m.-early evening~~ peak hour trips during peak construction activities and 40 ~~p.m.-early evening~~ peak hour trips during average construction activities. An estimate of 20 trucks or pickup trucks would be used daily during construction of the pipeline as well as heavy duty equipment for trenching, pipe laying and backfilling activities. (~~BEP 1999, AFC page 7.4-14~~).

The pipeline will extend approximately 2,000 feet south from the power plant across (trenching) or under (microbore drilling) Hobsonway and under I-10 to an existing SoCalGas Company connection. The crossing of Hobsonway will

require an encroachment permit from Riverside County. BEP ~~has stated~~ ~~their~~expressed its intent to comply with County encroachment permit requirements ~~(BEP 2000a, page 7.4-14)~~. Working in the right-of-way of I-10 will require an encroachment permit from Caltrans. The applicant ~~has stated intent~~ ~~to will~~ comply with Caltrans encroachment permit requirements. ~~Staff has proposed~~ We adopt conditions of certification ensuring compliance with both County and Caltrans limitations for encroachment into public rights-of-way.

All crossings of roads and other sensitive areas during construction activities will be in accordance with local, state, and federal regulatory requirements and specifications. ~~Therefore, t~~The crossings will be provided with adequate barricades and lights in accordance with the Caltrans Manual of Traffic Control for Construction and Maintenance of Work Zones and the California Vehicle Code (Section 21400).

I-10 and Hobsonway would continue to operate at acceptable levels of service during the two-month pipeline construction period. The Caltrans I-10 pavement rehabilitation project scheduled for April 2001, could potentially overlap with BEP pipeline construction activity. In the event of construction overlaps, coordination between BEP and Caltrans would be required to minimize impacts. Use of routine construction safety measures and compliance with encroachment permit requirements should be sufficient to ensure no significant impacts. (Ex. 53, pp. 370-371.)

### ***El Paso Natural Gas Company Interconnection***

Construction of the gas pipeline interconnection to the El Paso Natural Gas pipeline is expected to take four months and require on average 48 daily workers per month. The construction workforce would peak at 71 workers. A worst case estimate in which all pipeline workers drive alone to the site would result in 71 ~~p.m.~~early evening peak hour trips during peak construction activities and 48 ~~p.m.~~early evening peak hour trips during average construction activities. An

estimate of 20 trucks or pickup trucks would be used daily during construction of the pipeline as well as heavy duty equipment for trenching, pipe laying and backfilling activities. ~~\_(BEP 1999, AFC page 7.4-14).~~

The pipeline would extend approximately 11 miles from the power plant to the east side of the Colorado River in La Paz County, Arizona. ~~\_(BEP 2000c, Figure 4.0-9).~~ The adjusted pipeline route would extend from the power plant site east along Hobsonway to Arrowhead Boulevard, south on Arrowhead Boulevard passing under I-10 to Seeley Avenue (formerly 16<sup>th</sup> Avenue). The pipeline would continue east on Seeley Avenue under the AT&SF Railroad tracks to Intake Boulevard, north on Intake Boulevard to Riviera Drive which fronts I-10 and east on Riviera Drive near the I-10 on-ramp where the pipeline would be drilled under the Colorado River to the gas line connection on the east side of the river.

The pipeline route is primarily within County and City rights-of-way and most of the route is characterized as agricultural land. Some residential and business access driveways will be ~~temporally~~ temporarily impacted by the pipeline construction, particularly along Seeley Avenue. BEP ~~has stated their intent to will~~ comply with local, County and State encroachment permit requirements. ~~Staff has proposed~~ We adopt conditions of certification ensuring compliance with limitations for encroachment into public rights-of-way. (Ex. 53, p. 371.)

La Paz County planning staff ~~indicated~~ had initial concerns ~~with about~~ the BEP pipeline construction in Arizona ~~(Dhal 2000a.)~~. ~~Initially,~~ La Paz planning staff indicted that a special use permit ~~may~~ might be needed from the Board of Supervisors and that two public meetings would be required. Following a meeting with BEP representatives and a visit to the drilling site, ~~planning staff~~ they determined that no special requirements would likely be needed ~~(Dhal 2000b.)~~. ~~County staff stated that t~~ he construction is a permitted use and ~~that~~ no grading permit or encroachment permit is required because the project will move less than 50 cubic yards of earth. (Ex. 53, pp. 371-372.)

Local roads and highways will continue to operate at acceptable levels of service during the four-month pipeline construction period. Impacts to residential and commercial uses along the route will be temporary. Given the relatively low number of estimated commute and construction worker trips and the low levels of existing traffic, no significant impact to local roads and highways is expected from construction of the gas pipeline. (Ex. 53, pp. 370—372)

## 2. Operation Impacts

### COMMUTE TRAFFIC

Operation of the generating plant would require a labor force of approximately 20 full-time employees. A worst case scenario assumes that each employee would drive a separate vehicle to work and that they would make one round trip from home to work per day, generating approximately 40 vehicle trips per day. Adequate parking would be made available for employees on an on-site paved lot. BEP has assumed, and staff agrees, that the majority of the permanent workforce would reside in the greater Blythe area and their preferred route to work would be from the east along I-10 to Mesa Drive, then east on Hobsonway to Buck Boulevard and from the west on Hobsonway to Buck Boulevard or west on I-10 to the SR 78 interchange and west on Hobsonway to Buck Boulevard. BEP operations-related traffic impacts are considered minimal, representing less than 1 percent of existing AADT on I-10. (Ex. 53, p. 367.)

### TRUCK TRAFFIC

Approximately eight or nine truck deliveries of aqueous ammonia, a hazardous substance, will occur each month with an average of two deliveries per week ~~(BEP 1999, AFC page 7.4-17)~~. For an in-depth description of the amount and type of hazardous materials that will be used during operation of the facility, see the **Waste Management** and **Hazardous Materials** Sections of this Decision. Hazardous waste materials would be picked up at the project site once every 90

days and hauled offsite by licensed hazardous waste transporters ~~(BEP 1999, AFC Page 7.11-15)~~. The materials will be transported to three Class 1 landfills in Southern California or recycled at one of several oil haulers/recyclers located in Southern California ~~(BEP 1999, AFC Pages 7.11-11-12; Ex. 53 p. 367)~~.

Transportation of materials and equipment that would exceed the load size and limits of certain roadways would require special permits from Caltrans. California Streets and Highways Code, Sections 117 and 660-72, and California Vehicle Code 35780 et seq., require permits for the transportation of oversized loads on state and county roads. ~~The Commission has~~We have included a condition of certification to ensure compliance with County and Caltrans requirements.

Due to the limited amount of truck traffic associated with the operational phase of the project, hazards with other local truck traffic in the area ~~is~~are considered minimal. Mitigation measures and conditions of certification that ensure compliance with state, federal and local permit and safety requirements are discussed later in this section. There is good hazard free road access to the site. (Ex. 53, pp. 367-368)

### Airport Operations

Aircraft landing from the east at Blythe Airport may fly over the project site on approach. The east edge of the primary airport runway (Runway 8-26) is approximately one mile west of the BEP site. The end of Runway 8-26 is located at 393 feet above mean sea level (MSL). The BEP is approximately 335 feet above MSL. When constructed, the power plant heat recovery steam generator stacks will be 130 feet high. The stacks are estimated to be 72 feet above the level of the runway. When using the lowest Instrument Landing System (ILS) angle (2.9 degrees) for Runway 8-26, the height of the aircraft during landing approach over the stacks could be about 168 feet ~~(BEP 2000b, page 1)~~. (Ex. 53, p. 368.)

The Federal Aviation Administration (FAA) has made an evaluation related to the project stack height and found that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation. Based on this evaluation, marking and lighting are not necessary for aviation safety ~~(FAA 1999)~~. The FAA did indicate, however, that if marking or lighting were accomplished on a voluntary basis that it be installed and maintained in accordance with FAA requirements ~~(FAA Advisory Circular 70/7460-1J)~~. The applicant ~~has indicated its intent to~~will install lighting on the power plant stacks in accordance with FAA requirements. The ILS approach to Runway 8-26 has not been approved by the FAA ~~(Blythe Airport Comprehensive Land Use Plan 1992, page 2-3)~~. (Ex. 53, p. 368). ~~Regarding the prohibited uses noted above, the~~

BEP ~~would~~will have two evaporation ponds with a combined surface area of approximately 16 acres ~~(BEP 1999a, page 2.0-25)~~. These ponds may attract birds that could adversely affect aircraft during landing from or departing to the east. In addition, the proposed project may generate visible cooling tower plumes of various sizes during certain times of the year. (Ex. 53, p. 369.)

The Riverside County Airport Land Use Commission (ALUC) found the BEP was consistent with the Blythe Airport Comprehensive Land Use Plan subject to a number of conditions ~~(Riverside County 2000)~~. One of the conditions requires BEP to submit prior to the issuance of any permit an ~~aviation~~avigation easement to the County of Riverside which will ensure that the project does not adversely affect Blythe Airport operations. ~~The Commission has~~We have included a condition of certification to require proof of the easement. (Ex. 53, p. 369.)

Caltrans Aeronautics reviewed the ~~BEP~~project and initially raised some concerns about potential adverse impacts related to airport operations that included the effects of heat and visible plumes, electrical interference, and approaches to Runway 08/26 from the east ~~(Caltrans 2000a)~~. However, after

further correspondence with the City of Blythe and the acknowledgement that the runway would not be extended to the east, Caltrans has determined that the concerns have been adequately addressed. ~~The only remaining concern involves the FAA's approval of the analysis of the waterfowl attractant potential (Caltrans 2000b).~~

~~Though the FAA, Caltrans Aeronautics, the ALUC and the Blythe Airport Manager are satisfied that the BEP will not adversely affect airport operations, Commission staff was still somewhat concerned about the relatively small separation (168 feet) between the bottom of the ILS approach to Runway 08/26 and the top of the power plant exhaust stacks.~~

~~In addition, there is a remote chance of an accidental release from the ammonia refrigeration system as the result of an aircraft crash at the BEP. Staff has determined that the probability of such an event is less than 1 in 10,000,000~~

### 3. Cumulative Impacts

The analysis of the available capacity of the regional highways and local roads described in this section shows that the regional transportation system serving the BEP area (along the potentially affected highways) is operating at very efficient levels of service with significant reserve capacity. The three primary highways and the primary local arterial operate at LOS A. As mentioned above, Caltrans plans on re-paving portions of I-10 in the BEP area in 2001 and 2002. This could overlap with the construction of BEP.

~~The AFC provides~~Applicant provided an analysis of year 2003 traffic conditions plus project commute trips. ~~\_\_ (BEP 1999, AFC Table 7.4-9, page 7.4-19). The background forecast volumes were developed by Caltrans for year 2015 conditions. The Caltrans forecast were divided into yearly increments and background traffic representing 2003 was distributed to the appropriate highway~~

~~segments (Crain 2000, pers. comm.).~~ An analysis of the 2003 ~~p.m.early evening~~ peak hour forecast plus peak hour employee trips indicates that freeway segments in the area would continue to operate at LOS A. (Ex. 53, p. 372.)

The only other significant potential development proposed for the BEP area is the Blythe Airport Industrial Park site located two miles west of the power plant. No definite time frame for the development of the Blythe Airport Industrial Park has been established by either Riverside County or the City of Blythe. This project is expected to be defined within the Blythe Airport Master Plan Update ~~which-that~~ is currently underway. Development of the Blythe Airport Industrial Park could create potential localized impacts at the I-10/Mesa Drive interchange. ~~Staff does not believe that-t~~The industrial park development would not significantly impact operations on any of the affected highway segments. ~~Information about development intensity, construction times and duration are not currently available.~~A draft Master Plan is expected in the Spring of 2001. ~~(Hull 2000b).~~ (Ex. 53, p. 372.)

## FINDINGS AND CONCLUSIONS

Based on the uncontroverted evidence of record, the Commission makes the following findings and conclusions:

1. Construction and operation of the Blythe Energy Project will cause increased traffic on roadways in the local and regional areas.
2. The roadway capacities in the local and regional areas are sufficient to accommodate the increased traffic resulting from construction and operation of the project.
3. Impacts upon traffic and roadway conditions due to construction activities will be temporary and not significant.
4. The project owner will obtain necessary encroachment permits from Caltrans for access to public rights-of-way and for traffic management during the construction phase.



5. The project owner will repair any roadway damage after completion of the construction phase.
6. Potential cumulative impacts to traffic resulting from construction and operation of the project will be insignificant.
7. Potential adverse impacts associated with the transportation of hazardous materials will be mitigated to insignificant levels by compliance with applicable laws.
8. Implementation of the Conditions of Certification, below, ensures that construction and operation of the Blythe Energy Project will comply with applicable laws, ordinances, regulations, and standards on traffic and transportation.

The Commission therefore concludes that construction and operation of the project will not result in any significant, direct, indirect, or cumulative adverse impacts to the regional transportation system.

## **CONDITIONS OF CERTIFICATION**

**TRANS-1** The project owner shall comply with Caltrans, County of Riverside, La Paz County and City of Blythe limits on vehicle sizes and weights. In addition, the project owner or its contractor shall obtain necessary transportation permits from Caltrans and all relevant jurisdictions for roadway use.

**Verification:** In the Monthly Compliance Reports, the project owner shall certify that it has received all oversize and overweight transportation permits required during that reporting period. In addition, the project owner shall retain copies of these permits and supporting documentation in its compliance file for at least six months after the start of commercial operation.

**TRANS-2** The project owner or its contractor shall comply with Caltrans, County of Riverside, and City of Blythe requirements for encroachment into public rights-of-way and shall obtain necessary encroachment permits from Caltrans and all relevant jurisdictions.

**Verification:** In Monthly Compliance Reports, the project owner shall submit copies of any encroachment permits received during the reporting period. In addition, the project owner shall retain copies of these permits and supporting documentation in its compliance file for at least six months after the start of commercial operation.

**TRANS-3** The project owner shall ensure that all federal and state regulations for the transport of hazardous materials are observed and all necessary permits acquired during both construction and operation of the facility.

**Verification:** The project owner shall include in its Monthly and Annual Compliance Reports, copies of all permits/licenses acquired by the project owner and/or subcontractors concerning the transport of hazardous materials.

**TRANS-4** The project owner shall prepare a Traffic Management Plan (TMP) to address potential conflicts on Seeley Avenue during construction of the El Paso Natural Gas Pipeline interconnection. The TMP shall also address all traffic control measures necessary during construction, including time of day and duration of temporary lane closures to permit equipment ingress and egress, safety measures and techniques, signage, barrier requirements, and any other communications requirements.

**Verification:** At least thirty (30) days prior to the start of earth moving or disturbance activity, the project owner shall provide the CPM, Riverside County and the City of Blythe Public Works Director ~~for review and approval~~, a copy of its Traffic Management Plan for review and comments.

**TRANS-5** Following construction of the power plant and all related facilities, the project owner shall meet with Riverside County, La Paz County and the City of Blythe to determine the actions necessary to repair local roads which will be used for construction traffic, to original or as near original condition as possible.

**Protocol:** At least thirty (30) days prior to the start of earth moving activities, the project owner shall photograph or videotape the primary routes to be used by construction traffic from the junction of SR-78 westerly along Hobsonway and from the junction of Mesa Drive easterly along Hobsonway to the project site. To document the condition of the roads, the project owner shall provide Riverside County and the City of Blythe copies of these photographs or videotapes.

Following completion of project construction, the project owner shall meet with Riverside County, La Paz County and the City of Blythe to determine the condition of the roads.

**Verification:** At least fifteen (15) days prior to the start of earth moving activities, the project owner shall provide copies of photographs or videotapes of construction traffic routes to Riverside County and the City of Blythe, and the CPM. Within sixty (60) days of this meeting, the project owner shall complete the necessary repairs. Within ninety (90) days of the completion of project construction the project owner shall acknowledge satisfactory completion of the roadway repairs to the CPM.

**TRANS-6** The project owner shall comply with the conditions outlined in the October 19, 2000 decision of the Riverside County Airport Land Use Commission that the BEP was consistent with the Blythe Airport Comprehensive Land Use Plan.

**Verification:** At least thirty days prior to the start of earth moving activities, the project owner shall provide the City of Blythe, Riverside County Airport Land Use Commission, and the CEC s CPM a copy of the ~~aviation-avigation~~ easement, the applicable standards, and a plan regarding ~~lighting~~, reflection of

sunlight, electrical interference, noise, smoke and vapor, and attraction of birds. The project owner shall also provide the above-noted parties a copy of ~~a risk analysis regarding the use of hazardous materials at the BEP~~the Risk Management Plan required by Condition of Certification HAZ-2. The project owner shall also provide the above-noted parties a copy of the Lighting Plan required by Condition of Certification and verification for **VIS-3**.

**TRANS-7** The project owner shall comply with the ALUC condition that an ~~aviation-avigation~~ easement will be filed with the County of Riverside.

**Verification:** At least thirty days prior to the start of earth moving activities, the project owner shall provide a copy of the ~~aviation-avigation~~ easement filed with the County of Riverside to the CPM.